

vision 2020 **VISION: 2020**

Statewide Transportation Policy Plan



State of Alaska
Department of Transportation
and Public Facilities

November 2002

VISION: 2020

Statewide Transportation Policy Plan



Prepared by the:
Division of Statewide Planning
with assistance from Regional Planning Offices
Alaska Department of Transportation and
Public Facilities

November 2002



welcome WELCOME

November 29, 2002

My Fellow Alaskans:

When we think of transportation in Alaska, we think of vast distances and difficult terrain. We also think of ways to travel: by car or bus, plane, train, ferry, boat, bicycle, snow machine, and on foot. What is the best way to provide the kind of transportation system that you as our customers need? What investments best meet your transportation needs? What kind of transportation system do we want in Alaska 25 years from now?

We asked you these questions when we began the process for updating our Statewide Transportation Plan, *Vision: 2020*. We began the process by updating the public involvement procedures we use for developing the Plan and the Statewide Transportation Improvement Program (STIP). We have incorporated many of your ideas about how you want to provide your ideas to the department into the new procedures.

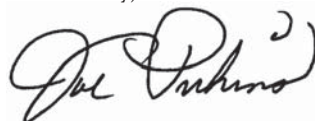
After that, we solicited your comments on policies to guide transportation system development into this new century. The draft plan presented policies that resulted from incorporating many of your comments as well as ideas gained from extensive technical analysis. We have provided those technical analyses in Section Two of *Vision: 2020* as background information for your review as well. You'll find there a history of transportation in Alaska, an extensive description of our current transportation system in the state, socio-economic and demographic projections, an analysis of transportation funding and investment, as well as analyses of the primary transportation issues challenging us today. In Section Three, you'll find all the public comments on policy issues that we've received since the plan update process began.

The primary purpose of this plan is to set the direction for Alaska's 21st century transportation system in line with our department's commitment to you as embodied in our mission statement:

The mission of the department is to improve the quality of life for Alaskans by cost-effectively providing, operating and maintaining safe, environmentally sound and reliable transportation systems and public facilities. Special emphasis will be given to utilizing meaningful public involvement and creating working partnership with other entities.

The plan is now final. Together we can create a transportation system that best serves Alaska for the present and the future. Please continue to tell us what you think. We're still listening.

Sincerely,



Joseph L. Perkins, P.E.
Commissioner



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introduction

INTRODUCTION

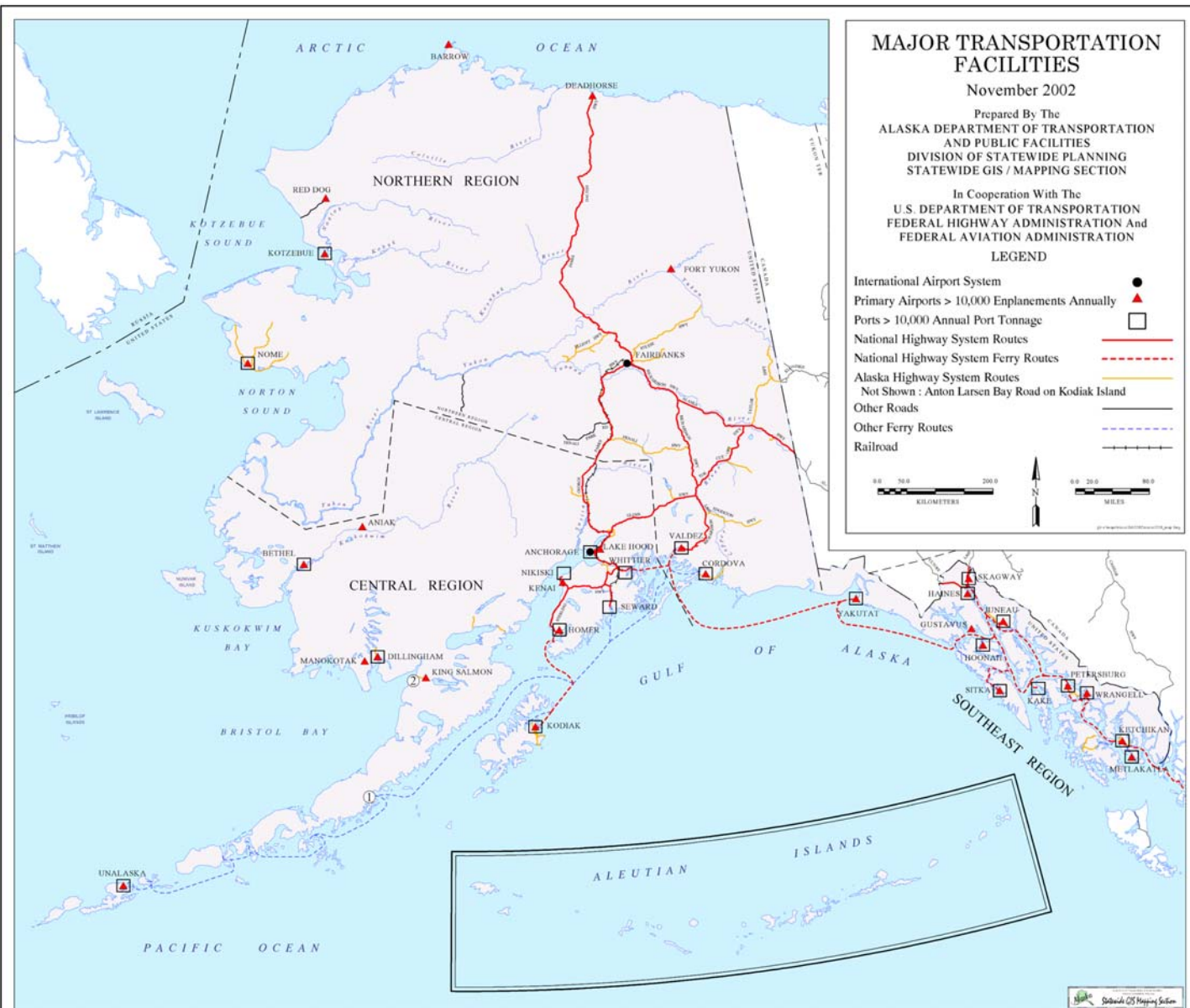
THE ALASKA STATEWIDE TRANSPORTATION POLICY PLAN, *Vision: 2020*, is a blueprint for the future. Our transportation system exists to satisfy the travel needs of our “customers,” the residents and visitors who need to travel from place to place as well as businesses that need to move their products between markets. The capacity, quality, and choices the system provides to potential users can either help or hinder the movement of people and goods.

Vision: 2020 provides the basis for developing a statewide transportation system for all modes that balances the diverse needs of its customers with the effective and efficient use of available resources for the foreseeable future. This document, representing an update to the 1995 Interim Plan, is organized into three sections.

Section One presents the policies that provide the direction for transportation system development in Alaska for the next 25 years. Along with each policy, specific objectives are presented. These objectives were developed in part from comments we received from the public and in part from our technical planning analyses. These policies and objectives guide project selection and transportation investment decisions. By guiding the expenditure of transportation funds, this plan directly affects every citizen of Alaska.

Section Two presents the technical analyses. Here you will find an interesting history of transportation in Alaska, an extensive description of the current transportation system, socio-economic and demographic projections for the state, an analysis of transportation investment for all modes in Alaska by federal and state government, and a technical planning analysis that addresses major transportation issues facing us today.

Section Three presents the comments we have received from the public on policy during the long update process, including comments on the draft plan. As you read through these comments, you will see what we’ve heard from you, our customers. Many of these comments have been incorporated into the final plan.



ALASKA HIGHWAY SYSTEM ROUTES APPROVED TO BE BUILT

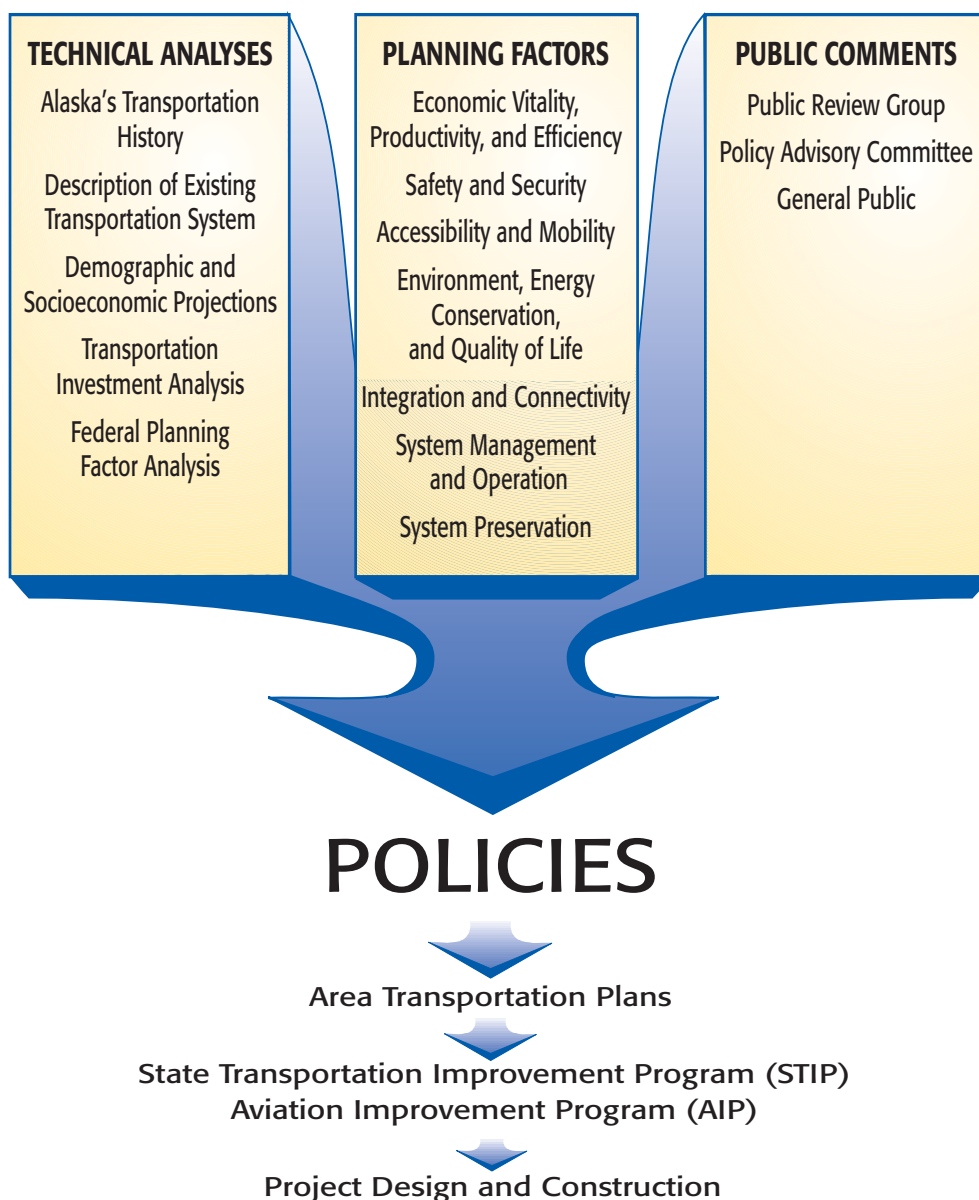


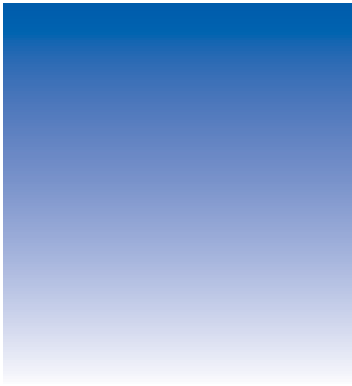
The scale of the map precludes showing all Alaska Highway System routes.

update

VISION: 2020 UPDATE PROCESS

GUIDED BY THE REVISED PUBLIC INVOLVEMENT PROCEDURE, THE department began the update of the Statewide Transportation Policy Plan by announcing an update to the long-range plan in newspaper advertisements, public service announcements, and posters in villages around the state. The department convened a department Planning Team composed of regional and statewide planning staff to collect data and conduct the original technical analyses. A Technical Review Committee was also formed, composed of representatives of thirty relevant federal and state agencies, who reviewed the technical analyses on behalf of their agency and provided feedback to the planning staff which was incorporated into the draft plan.





The department also created two public groups and engaged them in critical tasks. The first, called the Public Review Group composed of volunteer citizens, grew to nearly 600 members over the course of the plan update process. This group received materials, all drafts, and all editions of the project newsletter. This group provided the bulk of public comments on issues and alternatives. The second group, the Policy Advisory Committee (PAC), consisted of 24 transportation stakeholders appointed by the commissioner. The PAC first met in September 1996 to develop an introductory set of policy themes, areas of concern that should be considered in formulating transportation policy. The policy themes were distributed in the project newsletter in December 1996 as a way to engage readers, particularly the Public Review Group, and encourage comments. The PAC then met for the second time in February 1997 to draft policies based on public input.

These draft policies and technical analyses were widely distributed in the *Call for Ideas* in March 1997. The *Call* was essentially a pre-draft plan. The department held public

meetings in communities around the state in the spring of 1997 to gather public comments on the draft policies presented in the *Call*. As suggested by members of the public, the department established toll-free phone and fax lines to encourage comments. In addition, the department hosted a very successful live statewide radio call-in program on the Alaska Public Radio Network during which the commissioner, statewide planning director, and statewide plan manager responded to callers' comments and questions. The call-in program was primarily designed to reach remote villages to supplement public meetings held in cities and larger regional hubs.

Planning staff worked at the departmental booth at the Alaska State Fair to receive public comment.

The *Call*, the project newsletter, and all public com-

ments received were placed on the department's website. All public comments were reviewed and analyzed; many of the public's suggestions were incorporated into the draft plan.

The draft plan was published in the spring of 2002 in three sections: Section One – Policies; Section Two – Technical Analyses; and Section Three – Public Comments. The fifth edition of the project newsletter announced the release of the draft plan for a 90-day public review period. At a statewide radio call-in program aired on the Alaska Public Radio Network in May 2002, the deputy commissioner and statewide planning director answered questions and received comments live on the air. The public comment period on the draft ended on July 15, 2002.

All public comments on the draft were carefully reviewed. Many were incorporated into the final plan. The Commissioner approved the Statewide Transportation Policy Plan in November, 2002, after which it was transmitted to the Federal Transit Administration and the Federal Highway Administration.

The policies in the *Vision: 2020* guide development of the Area Transportation Plans and decisions about which projects are funded in the Statewide Transportation Improvement Program (STIP) and the Aviation Improvement Program (AIP), with design and construction of the approved projects to follow.



Photo by Kurt Byers, Department of Community and Economic Development

Hooper Bay



Policy Advisory Committee Members

appointed in 1996

Carl Benson, *Fairbanks*
 Jerie Best, *Alaska Independent Living Council, Soldotna*
 Tom Brooks, *Alaska Railroad Corporation, Anchorage*
 Linda Cyra-Korsgaard, *Anchorage*
 Earl Finkler, *North Slope Borough*
 Joe Graham, *Port Director, Juneau*
 David Haugen, *Lynden, Inc., Anchorage*
 Austin Helmers, *Wasilla*
 Beryl Johnson, *Anchorage*
 Ralph Kibby, *City and Borough of Juneau*
 Art Koeninger, *Chitina*
 Tina Lindgren, *Alaska Visitors Association, Anchorage*
 Larry Merculief, *St. Paul*
 Jeff Meucci, *Petersburg*
 Clark Milne, *Fairbanks*
 Don Moore, *Matanuska-Susitna Borough*
 Matthew Nicolai, *Calista Corporation*
 Walter Parker, *Anchorage*
 Kim Ross, *Alaska Air Carriers Association*
 Sheila Selkregg, *Municipality of Anchorage*
 Larry Shelver, *Yutana Barge Lines*
 Frank Stein, *Northwest Arctic Borough*
 Keith Tryck, *Girdwood*
 Nancy Webb, *Fairbanks North Star Borough*



current trends CURRENT TRENDS IN ALASKA AFFECTING TRANSPORTATION

ECONOMY

- Remains primarily resource-driven
- Very modest rate of statewide employment growth
- Most new job growth concentrated in services and trade sectors
- Increasing flow of international air freight through Anchorage and Fairbanks due to strategic locations
- Increasing cruise ship tourism, but at lower growth rate than in recent years
- Flat numbers of visitors arriving by highway and by ferry

POPULATION

- Slow growth statewide, but some areas experiencing more rapid growth
- Southcentral Alaska increasing its percentage share of the total population
- Timber, fishing communities vulnerable to population decline

FISCAL

- Long-term decline in state oil revenue due to decreasing North Slope production
- Declining fiscal reserves; need for the state to develop a long-term fiscal plan
- More emphasis on user-based financing and private investment

SOCIAL/ENVIRONMENTAL

- Public expectation of environmental responsibility by government
- Greater concern for quality of life
- Enhanced government-to-government relationship between the state of Alaska and Tribal governments.

TRANSPORTATION

- Greater concern for transportation security
- Expectation of continued federal highway and aviation funding in the short-term
- More emphasis on inter-modal connections and improving transportation efficiency
- Accelerated pace of technological change in transportation
- Increasing demand for bicycle and pedestrian facilities

AGENCY MANAGEMENT

- Increasing public demand for better service from government
- More agency/industry/public coordination
- Increasing authority and influence of local-level agencies in state agency decision-making
- Addressing regional transportation needs through area plan process



transportation plan

STATEWIDE TRANSPORTATION PLAN

policies POLICIES

SYSTEM CHARACTER

1. Develop multi-modal facilities and connections to ensure that Alaska's transportation system is safe, integrated, coordinated, cost-effective, and energy-efficient to effectively move people and freight.
2. Bring the state's National Highway System and Alaska Highway System up to current national standards and similarly improve aviation and marine systems.

ECONOMIC DEVELOPMENT

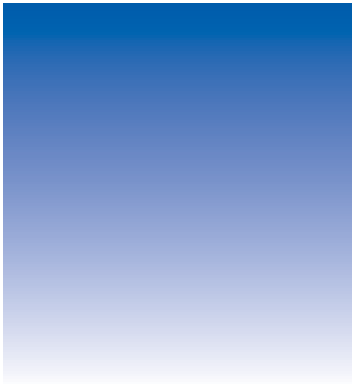
3. Plan and accomplish transportation and economic development projects by partnering early with communities, private and commercial organizations, and federal and state agencies.
4. Provide new road or rail access to communities and resources when public need is shown and when economically, socially, and environmentally justified, taking into account diverse public values.
5. Develop and improve the transportation system in a way that preserves and enhances Alaska's unique character and takes advantage of Alaska's unique global position.

PUBLIC INVOLVEMENT

6. Involve Alaskans, potentially affected communities and Tribal governments proactively and continuously in the entire transportation planning, design, construction, and maintenance process to ensure that policies and projects reflect public knowledge and values.
7. Effectively provide timely and accurate public information about department responsibilities, accomplishments, available resources, and constraints.

LIVABILITY

8. Coordinate transportation planning with local land use planning to the benefit of local quality of life as expressed in local planning documents.
9. Strive to preserve the natural beauty of the state, limit the negative impacts and enhance the positive attributes—environmental, social, economic, and human health—of transportation projects.



10. Ensure that the benefits of transportation improvements are gained by all Alaska citizens.
11. Along with economic costs and benefits, consider both positive and negative intangible values, including aesthetics, when making major transportation investments.
12. Ensure that all department projects and facilities are fully compliant with the Americans with Disabilities Act.
13. Provide transportation enhancements such as rest areas, restrooms, waysides, trailheads, and trails for residents and visitors.

FUNDING

14. Make transportation investment decisions based on statewide assessment of transportation needs for surface transportation, marine highways, ports and harbors, and aviation.
15. Reduce long-term maintenance and operational costs through incorporation of new technologies, improvement of sub-standard roads, and other strategies.
16. Adequately operate and maintain the transportation system; advocate for and develop mechanisms that provide sufficient and stable levels of funding.
17. Urge continued federal funding contributions commensurate with Alaska's federal land ownership and impacts.

SAFETY AND SECURITY

18. Provide a safe and secure transportation system to ensure freedom of movement for people and commerce.

policies

POLICIES AND OBJECTIVES

SYSTEM CHARACTER

POLICY 1

Develop multi-modal facilities and connections to ensure that Alaska's transportation system is safe, integrated, coordinated, cost-effective, and energy-efficient to effectively move people and freight.

- a. Develop multi-modal area transportation plans for the regions of Alaska to examine area-wide transportation access needs, including access to villages and to resources such as minerals, oil, gas, and forestry, and develop intermodal system solutions to address these needs.
- b. Evaluate inter-modal connections such as airports, ferry terminals, train stations, boat harbors, trail head parking areas, etc. and make improvements as necessary in order to ensure that they are adequate for moving passengers and freight.
- c. Assess the mobility needs of Alaska's communities and develop and support projects, programs, services, and facilities that ensure mobility for all.
- d. Foster coordination of transportation planning among organizations and agencies at the community level designed to establish public transit systems in small urban areas where no public transportation currently exists so that equitable transportation services are available to people with disabilities, the elderly, youth and other people who do not drive cars.
- e. Accommodate bicycle and pedestrian travel in the design and construction of all highway projects; implement the Bicycle and Pedestrian Plan and update when necessary.
- f. Institute minor improvements to state buildings to encourage workers to commute on foot or by bicycle, and encourage other state and local government agencies to do the same. Improvements might include items such as showers, lockers, bicycle racks, etc.



Aerial view of Seward Highway

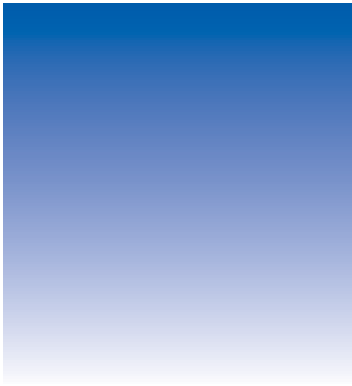
Photo by Bill Evans. Department of Natural Resources

SYSTEM CHARACTER

POLICY 2

Bring the state's National Highway System and Alaska Highway System up to current national standards and similarly improve aviation and marine systems.

- a. Maintain and protect the investment in National Highway System (NHS) routes, including marine highways, while being responsive to conditions that dictate the need for additional NHS system links.



- b. Systematically upgrade National Highway System routes to current national standards and meet capacity demands in accordance with the National Highway System Plan and supporting plans.
- c. Systematically upgrade the Alaska Highway System, the non-National Highway System roads that serve the economic and general welfare of the state as a whole, to standards appropriate for each element of the system.
- d. Improve aviation facilities throughout the state as provided for in regional and local airport plans.

ECONOMIC DEVELOPMENT

POLICY 3

Plan and accomplish transportation and economic development projects by partnering early with communities, private and commercial organizations, and federal and state agencies.



Department of Transportation and Public Facilities

Eagle Airport

- a. Identify potential users, potential funding sources and appropriate sharing of costs and expected benefits of transportation projects.
- b. Encourage local ownership and investment in transportation infrastructure through evaluation criteria, accelerated project development and other incentives.
- c. Engage in multi-agency cooperative forums that identify promising economic development projects, coordinate project development, and achieve economies of scale.
- d. Work with freight and passenger industries to assess their infrastructure needs and encourage shared investment in project development.
- e. Where new development renders an existing state transportation facility non-essential, seek to partner with other agencies and local entities to encourage transfer of ownership and facility reuse plans.
- f. Develop the appropriate transportation infrastructure necessary for Alaska to be economically competitive locally and globally.

ECONOMIC DEVELOPMENT

POLICY 4

Provide new road or rail access to communities and resources when public need is shown and when economically, socially, and environmentally justified, taking into account diverse public values.

- a. Make use of area transportation plans to initially identify, explore and analyze new links to the transportation network, and assign a general purpose and need to plan recommendations.

- b. Extend the highway, rail and ferry network if supported by careful analysis and compelling public need, and only after considering the interests of impacted communities.
- c. Explore opportunities to improve economic efficiency and lower costs of transportation by adding or replacing transportation facilities, including modal alternatives.
- d. Integrate ferry service with additions to the highway network in order to reduce ferry distance between non-contiguous highway segments.
- e. Use public involvement to improve overall project worth and effectively address challenges to implementation



ECONOMIC DEVELOPMENT

POLICY 5

Develop and improve the transportation system in a way that preserves and enhances Alaska's unique character and takes advantage of Alaska's unique global position.

- a. Continue implementation of the Gateway Alaska Initiative to improve the Ted Stevens Anchorage International Airport and access roads, investing in our unique global position.
- b. Design transportation projects to highlight and reflect the geographic and social uniqueness of Alaska.
- c. Incorporate national defense considerations into the planning and development of Alaska's transportation infrastructure, specifically corridors linking key military facilities, the Port of Anchorage, Ted Stevens Anchorage International Airport and other facilities deemed significant to the nation's security.



Department of Community and Economic Development

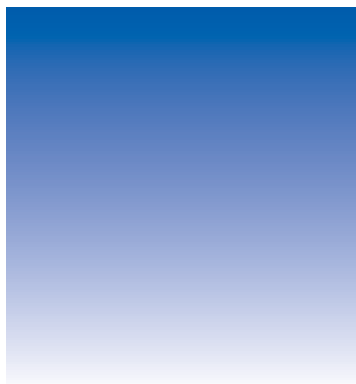
M/V Matanuska

PUBLIC INVOLVEMENT

POLICY 6

Involve Alaskans, potentially affected communities and Tribal governments proactively and continuously in the entire transportation planning, design, construction, and maintenance process to ensure that policies and projects reflect public knowledge and values.

- a. Involve Alaskans and incorporate comments by the public, locally elected officials and interested groups and organizations into the development of statewide and area plans and statewide capital improvement programs as appropriate.
- b. Proactively consult with local elected officials and residents when designing and maintaining transportation facilities or other projects that impact their neighborhoods.
- c. Consistent with the new Millennium Agreement between the Federally Recognized Sovereign Tribes of Alaska and the State of Alaska, enhance communication between the department and Tribal governments, resolve issues to avoid potentially adverse effects on any party, and work toward greater public recognition, respect and support for Tribal self-governance and self-determination.



- d. Strive on an on-going basis to make the decision-making process more consistent, easier to understand and accessible. Inform the public about the most effective way to respond to a call for involvement and the potential for their comments to affect the plan or project.
- e. Ensure continuous public involvement training for all personnel, including engineering staff, who work with the public.

PUBLIC INVOLVEMENT

POLICY **7**

Effectively provide timely and accurate public information about department responsibilities, accomplishments, available resources, and constraints.



Department of Transportation and Public Facilities

Southeast Alaska Trail System Meeting, August 3, 2001, Juneau

- a. Use innovative methods to effectively inform and communicate with the public, potential contractors, and other transportation stakeholders.
- b. Conduct public outreach at forums of statewide significance, such as the Alaska State Fair and annual conventions of the Alaska Municipal League, the Alaska Federation of Natives, and others.
- c. Take advantage of electronic technology to better inform and communicate with the public, potential contractors, and other transportation stakeholders.
- d. Expand use of the internet as a public involvement mechanism. Strive to make the department's website user-friendly and informative – for example, include information about road conditions and ferry arrivals and departures for travelers.

LIVABILITY

POLICY **8**

Coordinate transportation planning with local land use planning to the benefit of local quality of life as expressed in local planning documents.

- a. Coordinate transportation and land use planning to the maximum extent by involving local communities and public and private land managers in transportation project decisions.
- b. Sponsor training classes on land use and transportation coordination for department engineers, local governments, planning departments and interested citizens.
- c. Adopt and implement practices and procedures in coordination with local governments and public land managers to:
 - 1) develop community street networks that enhance circulation and the sense of community;

- 2) encourage use of the transportation system by bicyclists, pedestrians, and transit riders;
 - 3) provide disincentives for residential and commercial development on major highways;
 - 4) incorporate local long-range plans in the planning of roads, airports and harbor facilities;
 - 5) consider how communities want transportation facilities to look and function; and
 - 6) balance the need to improve traffic flow with the need for livable neighborhoods and pedestrian safety.
- d. Consider the impacts of transportation projects on land use patterns, including both positive and negative benefits on resource development, conservation, urban and rural lifestyles, tourism, etc.
- e. Assist and encourage local governments to develop effective long-range land use practices that enhance personal mobility.

LIVABILITY

POLICY 9

Strive to preserve the natural beauty of the state, limit the negative impacts and enhance the positive attributes – environmental, social, economic and human health – of transportation projects.

- a. Incorporate historical and cultural review elements into project development in order to preserve and visibly enhance Alaska's unique scenic and cultural heritage.
- b. Minimize the impact of transportation projects on significant visual resources, wildlife, and recreation and subsistence areas.
- c. Ensure strict environmental assessment and comprehensive review processes for all transportation projects.
- d. Provide funding to allow the appropriate state and federal agencies to participate in natural habitat and wetland mitigation efforts in connection with National Highway System projects.
- e. Favor transportation projects that improve fuel-efficiency, reduce accidents and congestion, and minimize air and noise pollution.
- f. Favor transportation projects that meet environmental readiness, either because they are categorically approved for permits, or because an Environmental Assessment or Environmental Impact Statement has been completed for the project.
- g. Use environmentally safe products in facility maintenance.



Creek Street District, Ketchikan

Department of Community and Economic Development



LIVABILITY

POLICY 10

Ensure that the benefits of transportation improvements are gained by all Alaska citizens.

- a. Ensure that no person is excluded from participation in transportation programs or activities on the basis of race, sex, color, age, income, ethnicity or national origin.
- b. Evaluate and modify transportation plans, programs and projects that have disproportionately high or adverse human health or environmental effects on minority populations and low-income populations.
- c. Make transportation investment decisions equitably across Alaska according to need.

d. Allocate sufficient capital improvement program funding to rural projects to meet the health, safety and mobility needs of residents.

e. Employ new approaches and technologies to address transportation needs in remote Alaska as appropriate.

f. Use local labor for transportation projects in rural villages to the maximum extent possible.

LIVABILITY

POLICY 11

Along with economic costs and benefits, consider both positive and negative intangible values, including aesthetics, when making major transportation investments.

a. Include lifecycle cost analysis on projects to account for tangible project costs (planning, design, construction, etc.), intangible costs (air pollution, environmental impacts, etc.) and indirect costs (emergency medical, law enforcement, etc.).

b. Enhance scenic views and maintain wildlife habitat along roadways.

c. Incorporate context-sensitive designs into transportation projects to enhance community livability.

d. Through improved access management, minimize strip development and encourage node development along state highways.

LIVABILITY

POLICY 12

Ensure that all department projects and facilities are fully compliant with the Americans with Disabilities Act.

- a. Implement the accessible transportation requirements established by the Americans with Disabilities Act; develop a multi-modal transportation system that is reliable,



*Anchorage People Mover
at Downtown Transit Center*

affordable and accessible to all potential users, including the transportation-disadvantaged.

- b. Retrofit existing state-owned buildings and transportation facilities to be ADA-accessible.
- c. Encourage the coordination of private, public and special-purpose transportation services to enhance system accessibility and user mobility in communities.



LIVABILITY

POLICY 13

Provide transportation enhancements such as rest areas, restrooms, waysides, trailheads, and trails for residents and visitors.

- a. Continue to inventory sites with scenic, natural, cultural or historical significance for possible waysides on all National Highway System and Alaska Highway System routes.
- b. Develop and maintain a system of safety rest areas along Alaska's major highways to meet traveler demand.
- c. Coordinate with public and private land managers to build and maintain roads, waysides, trailheads, and other facilities to enhance public knowledge and enjoyment of the history, cultures, biology, geology and other attributes of the lands and waters through which they travel.
- d. Incorporate into road projects trails and trailheads that connect with community, regional and statewide trail systems to enhance safety, access and mobility; work with private and public land managers to establish trail easements.



Photo by Bill Evans. Department of Natural Resources

Denali View North Scenic Overlook

FUNDING

POLICY 14

Make transportation investment decisions based on statewide assessment of transportation needs for surface transportation, marine highways, ports and harbors, and aviation.

- a. Base investment decisions on recommendations of regional plans and policies in the Statewide Transportation Policy Plan. Evaluate transportation improvements fairly and objectively based on statewide needs and as justified by social, economic or environmental circumstances.
- b. Maintain the present project selection process in regulation, which is need-driven and based on inventory and condition surveys, coordination between local, state, and federal agencies, and public involvement.

FUNDING

POLICY 15

Reduce long-term maintenance and operational costs through incorporation of new technologies, improvement of sub-standard roads, and other strategies.

- a. Evaluate new technologies and approaches in maintenance and operations and implement as appropriate.
- b. Utilize Intelligent Transportation Systems for Commercial Vehicle Operations (ITS/CVO) technologies as well as fixed and roadside commercial vehicle enforcement sites to improve the safety and productivity of commercial vehicle operations.



Department of Transportation and Public Facilities

Hauling freight on the Dalton Highway

- c. Consider innovative contracting procedures that require contractor repair of defects in road construction for a specific period of time after construction.
- d. Ensure that original construction standards and planned-life is sufficient to provide a quality long-term result commensurate with initial costs.
- e. Transfer ownership and/or maintenance responsibilities for local roads, airports, ports and harbors to local governments, as feasible.
- f. Implement integrated statewide maintenance and operations management and monitoring practices that will aid the development of cost-effective maintenance practices.

- g. Implement regional plans that identify Alaska Marine Highway System projects that combine a reduction in long-term maintenance and operating costs with revenue enhancement.
- h. Manage energy costs for state-owned buildings and facilities through periodic evaluation of conservation and other techniques.
- i. Develop public and private partnerships to aid in the maintenance of rest areas and waysides.

FUNDING

POLICY 16

Adequately operate and maintain the transportation system; advocate for and develop mechanisms that provide sufficient and stable levels of funding.

- a. Advocate for an adequate level of state funding for maintenance and operations of the state's surface, air and marine transportation facilities.

- b. Explore an increase in transportation fuel taxes and related fees (such as vehicle and driver registration fees) and seek ways to ensure that these revenues are allocated to transportation capital and operating needs.
- c. Consider maintenance and operating costs during project development in order to reduce long-term maintenance costs.
- d. Contract out maintenance work when cost-effective.
- e. Advise the public of personal actions they can take to reduce litter and highway maintenance, and lengthen the useful life of transportation facilities.



FUNDING

POLICY 17

Urge continued federal funding contributions commensurate with Alaska's federal land ownership and impacts.

- a. Support federal transportation funding for Alaska in the reauthorization of surface transportation and aviation legislation.
- b. Encourage the development of federal funding programs for Alaska ports and harbors.
- c. Urge the federal government to increase capital and operational funding for community transit systems.



Department of Transportation and Public Facilities

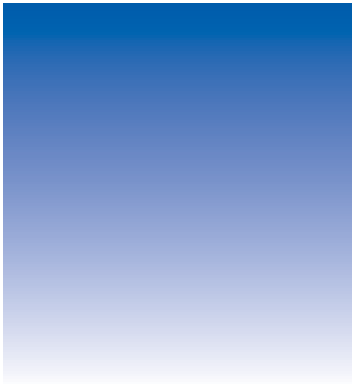
Seward small boat harbor

SAFETY AND SECURITY

POLICY 18

Provide a safe and secure transportation system to ensure freedom of movement for people and commerce.

- a. Improve safety for motorized and non-motorized users of new and existing highways through improved design and maintenance.
- b. Reduce conflicts between various transportation modes using common corridors or facilities.
- c. Promote safety awareness, education and training programs for all system users.
- d. Sponsor programs to decrease fatalities and injuries caused by impaired drivers and to increase the use of seat belts and child safety seats.
- e. Maintain a comprehensive and coordinated transportation records and accident reporting system to manage and evaluate transportation safety.
- f. Support the development and enforcement of appropriate transportation safety laws and regulations to reduce injury and property damage.



- g. Plan and develop rest areas and other enhancements that are appropriately spaced to improve highway safety by reducing driver fatigue and parking along highway shoulders.
- h. Use current technology, training programs and equipment to improve aviation, transit, railroad, pipeline, port and harbor security.
- i. Train department personnel that are engaged in the delivery and operation of transportation services to detect security threats and respond to emergencies.
- j. Address emergency evacuation and response needs through system planning, design, and development.



contact

HOW TO CONTACT US

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Phone

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planning_comments@dot.state.ak.us

Internet

<http://www.alaska.gov/vision2020>

REGIONAL PLANNING AND AMHS

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